

SNOW BLOCKADES

The Sacramento Record-Union administers the following well-merited reproof to the chronic growlers which infest every community:

On the 6th inst. dispatches from the East announced the blocking of many railroads in that section because of the fall of snow. In the vicinity of New York we are told that travel was much retarded by a six-inch fall. A dispatch from Newburg spoke of drifts two feet in height, and of trains being stopped by them. A Poughkeepsie dispatch told of roads being blocked by snow a foot deep on the level. A Saratoga (Pa.) dispatch related that thirteen inches of snow had fallen in that State, and that on the mountain divisions railroads were blocked and trains had ceased running. So the story went on; all over the East the snow fell from six to thirteen inches deep, and drifted to the height of two feet; whereupon the railroad authorities called a halt, and traffic ceased. A terrible calamity, to be sure. Yet, in the upper Sierra, on the East border of California, and in the Shasta mountains on our North, snow fell to the depth of eight, ten, twenty feet before any thought of a blockade was entertained. Between Colfax and Reno the snow was from eight to twenty-five feet deep on the level, and along the track routes the drifts were from fifty to one hundred and fifty feet in height. Against such obstacles the railway men of California threw themselves: with a resolution to conquer, and conquer they did, and today trains are running between banks of snow on these routes from ten to fifty feet high.

The carping, fault-finding press of this State that began to "howl" so soon as a solitary train was stopped, and scourged the California railway men because for a few days the forces of nature prevailed, have not a word to say in criticism of the eastern railway operators, who retired their locomotives to the round houses in the face of drifts of enormous height of two feet, and ceased to accommodate the public when the snow thirteen inches deep imbedded the way. There is no winter that on the mountain divisions of the California roads the snow does not fall three times as deep as that reported in Pennsylvania, and yet the California trains sweep along, and such a thing as a blockade is not even thought of. The truth is that we are given to expecting more of California energy, pluck and the go-ahead spirit of our own than of the Eastern people. The loud growler the persistent grumbler in the late Sierra blockade was the Eastern man, who cursed deeply because the railroad men did not tunnel in an hour or so through snow drifts fifty feet deep on an up grade of one hundred and sixteen feet to the mile, at an altitude of over six thousand feet. These same Eastern grumblers think it is not at all strange that their own roads should "shut up shop" when thirteen inches of snow confronts the iron horse. And, as said, there is no word of complaint from the carping critics of the California press who belabored the California railroad officials soundly, because a few days of delay resulted from a fall of snow that drifted along the right of way from fifty to one hundred and fifty feet deep. Verily the evils that are far off concern us little and our charity for those who serve us at home is small indeed.

Lord Napier, who died lately, left twin sons, Robert and George. Robert had been chosen by the family to inherit the title, but George thought of contesting the matter. As a compromise, one of the two titles is given to him, and a handsome annuity. As his brother has no children, and he has, his branch may eventually secure everything. There is no parallel case in the British peerage.

Getting their Catalogues.



WE value to the utmost our out-of-town post office acquaintances. Uncle Sam is our hard working ally and we have no disposition to make his tasks lighter. He grumbles a little during busy seasons when an avalanche of mail orders flood his office here, but that matters little so long as you get your goods on time. In these days of steam and electricity it is a luxury to be an out-of-town shopper. No jostling, no confusion—a catalogue, pen and ink, and you receive as much attention as your city friend. The catalogue is a great help—a silent salesman, perhaps the best. You may know, for instance, that you want ten yards of cashmere for a gown, but the catalogue reminds you of linings and other accessories at such a saving in prices that your postage is a cipher. Then it illustrates a new trimming which takes your fancy and your cashmere gown develops into a stylish affair quite impossible in village shopping. By a systematic turning of its pages other necessities confront you which might as well be ordered one time as another, saving time and money, too.

Our new Catalogue is fuller of illustrations than any previous one. We think seeing things as they are is a help—a two-inch illustration tells you more about a lace pattern or a suit of clothes than we could explain in a column. If the new Catalogue shows an improvement on older methods, the out-of-town people are responsible for it. An unusual order generally puts an idea into our heads—which we think out, and put in force in the next issue. This is why our Catalogue is such a useful book and constantly growing larger.

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